

## BITTERROOT NATIONAL FOREST TRAVEL MANAGEMENT PLANNING PROPOSED ACTION SCOPING DOCUMENT

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### 1.0 INTRODUCTION

The Bitterroot National Forest is proposing changes to summer and winter motorized recreational use on specific roads, trails and areas within the non-wilderness portion of the Forest. Figure 1 shows the project area and vicinity map for this planning effort. Changes to the existing motorized recreation use, when implemented, will result in clear, standardized designations of where motorized recreation is appropriate, sustainable and desirable on the Bitterroot National Forest.

**This proposed action is NOT a decision; it is a STARTING POINT.**

This proposed action is the first step in our National Environmental Policy Act (NEPA) environmental analysis process<sup>1</sup>. We recognize that not all of the issues expressed to date have been resolved with this proposal and that many people have not provided input yet. Issues that are unresolved, or that emerge as a result of public review of this document will be addressed by modifying this proposal and through the development of alternatives that will be analyzed and compared in an Environmental Impact Statement. We look forward to working with you to define future travel management for the Forest. The project's timeline is:

September 2007	Scoping – Request Public Input on Proposed Action
August 2008	Draft Environmental Impact Statement
May 2009	Final Environmental Impact Statement
December 2009	Motor Vehicle Use Map Available for the Public

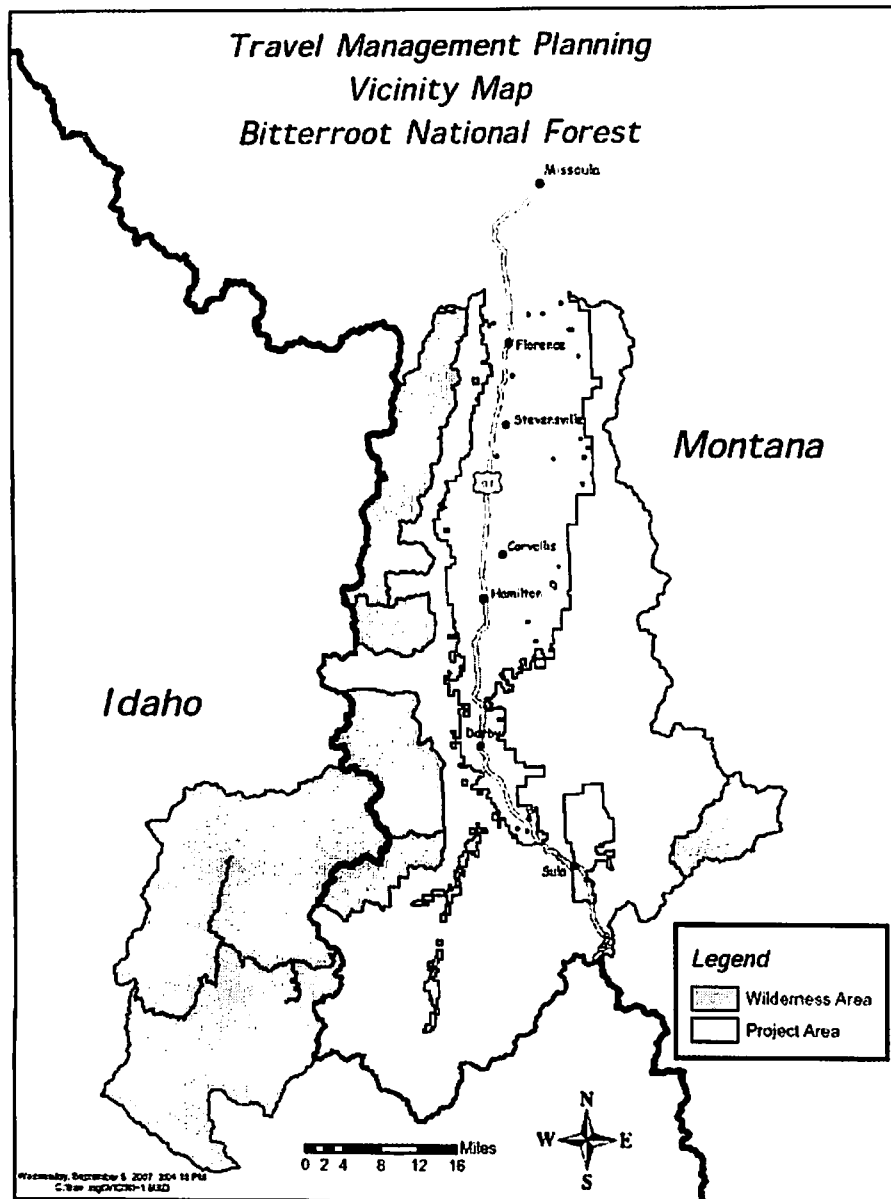
The motor vehicle use map will be updated and published annually, so travel planning will be ongoing.

For clarity and common understanding we have defined some terms used in this document in a *glossary* located in the last section of this document. These terms have different meanings to different individuals. The definitions in our glossary are strictly to clarify the use of these terms for this specific project. Words found in the glossary are in *green italicized and underlined text* the first time they appear after the introduction.

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<sup>1</sup> Some members of the public expressed concern that the release of the proposed action may hamper the collaborative discussions being convened by some quiet users and motorized users. We encourage any parties who are working toward solutions that meet various interests to continue their efforts. Solutions that incorporate the interests of the diverse parties will be given strong consideration by the Forest.

Figure 1. Project Area and Vicinity Map



## 2.0 PURPOSE AND NEED FOR ACTION

Why here, why now? The Bitterroot National Forest is initiating travel management planning at this time for three primary reasons identified as the "purpose and need" in Table 1. These needs led to the objectives we are striving to accomplish through this proposed action. Table 1 summarizes this information and then we elaborate on the needs below.

*Table 1. Purpose and Need and Project Objectives.*

Purpose and Need	Project Objectives
<p>Several issues concerning motorized use have led to multiple requests for change from the public and Forest staff. The issues include:</p> <ul style="list-style-type: none"> <li>• conflicts between motorized and non-motorized users,</li> <li>• quality of recreational experience, and</li> <li>• resource considerations</li> </ul>	<p>Change the existing motorized recreation <u>designations</u> to provide quality motorized recreation experiences while protecting natural resources and providing non-motorized recreation opportunities.</p> <ul style="list-style-type: none"> <li>• Provide motorized loop routes that offer a quality recreational experience, with the focus on using old roads and linkages with only minor resource impacts.</li> <li>• Provide <u>areas for non-motorized recreation</u> experiences.</li> <li>• Close routes to motorized use that have resource concerns that can't reasonably be mitigated</li> <li>• Close routes that offer little value as a motorized experience and have resource concerns.</li> </ul>
<p>In some locations it is difficult to know where and when motorized use can legally occur and what types of vehicles are allowed</p>	<p>Clarify and simplify the motor vehicle use designations.</p>
<p>The 2005 Travel Management Rule requires the <u>designation</u> of <u>roads, trails</u> and areas that are open to <u>motor vehicles</u></p>	<p>Comply with the 2005 Travel Management Rule<sup>2</sup>.</p>

## PUBLIC INVOLVEMENT AND ISSUES

The Forest has ongoing working relationships with several recreation groups who have partnered in the maintenance, upkeep and monitoring of some of the National Forest's roads and trails they enjoy. Through this work we have learned of some issues and concerns. We look forward to continuing those partnerships and fostering new and diverse alliances as a by-product of this planning effort.

The Forest has held numerous public meetings throughout the Bitterroot Valley to revise the 1987 Forest Plan. Community groups composed of people with diverse viewpoints gathered in 2004 and 2005 to see if they could reach consensus on issues related to revision of the Forest Plan. Small groups involved in this process spent a great deal of time discussing travel management issues, and some groups did agree on specific ideas<sup>3</sup>. Although a new Forest Plan has not yet been approved or finalized, we have incorporated many of the ideas that received multi-party support into this proposed action.

Starting in the fall of 2006 Forest managers have attended approximately eleven meetings with various user groups<sup>4</sup> to gather input on their current recreational use, listen to their ideas related to non-motorized

<sup>2</sup> 36 CFR Parts 212, 251, 261, and 295. Travel Management; Designated Routes and Areas for Motor Vehicle Use; Final Rule

<sup>3</sup> For more information on the Forest Plan Revision go to <http://www.fs.fed.us/r1/wmpz/>

<sup>4</sup> Ravalli County Off-Road Users Association; Selway-Pintler Chapter Backcountry Horsemen; Quiet Users; National Off-Highway Vehicle Conservation Council; Coalition of Quiet Users including members from the Friends of the Bitterroot, Wildlands CPR, Sierra Club, Montana Wilderness Association, and Backcountry Horseman;

and motorized recreation, and discuss the upcoming process. Forest managers have attended several meetings convened by some quiet users and motorized users who have been discussing where there might be common ground. We've received approximately ten letters and user created reports with input for consideration during the same time period. We have also had meetings with Montana Fish, Wildlife and Parks; County Commissioners; State elected officials; and Department of Natural Resources; and have initiated communications with the Confederated Salish and Kootenai Tribes. We consider this input preliminary and just the start of the broader public engagement that will occur through the NEPA process; nonetheless, the information was very valuable in identifying issues the public would like us to address in the development of this proposed action.

Some of the issues expressed during our discussions with the public to date are listed below. Many of these have translated into the objectives for this project.

- Resource concerns including effects to wildlife and streams.
- Growing off-highway vehicle use on the Forest
- Inadequate quality of experience for off highway vehicle use; in particular "time in the saddle" with additional loop opportunities
- Retention or increase in non-motorized use experience
- Retention or increase in motorized access
- User conflicts
- Economically sustainable system of roads and trails
- Promotion and enforcement of appropriate use.

Through this input the public has requested numerous changes to the existing recreation motorized access including: opening routes currently closed to motorized use; closing routes and areas currently open to motorized use; and, retaining routes currently open. Additionally changes to the types of vehicles allowed on certain routes have been requested. Forest staff also recommended changes to provide additional resource protection or to enhance recreational experiences.

## CLARIFY AND SIMPLIFYING DESIGNATIONS

Currently, the motorized recreation designations can be confusing and complex. It is difficult for the public, and at times for agency staff, to determine what actions are legal and what actions are not. This can be frustrating to a law abiding recreationist who wants to know where and when they can use their motorized vehicle on the National Forest and frustrating to non-motorized recreationists who would like to know where they can enjoy a non-motorized experience without encountering motorized users.

Foremost among the causes of this confusion and complexity may be the 2001 Tri-State Off-Highway-Vehicle Rule<sup>3</sup> which prohibits motorized cross-county travel. Unauthorized or user-created trails already in existence were not restricted. Which routes fall into this category is difficult to determine or defend by users and the Forest Service alike. This confusion will be eliminated with this project by clearly designating those routes deemed appropriate and sustainable for motorized use regardless of their date of origin. Another example of complexity is the number of different seasonal closures on the Forest, often to protect the same resource values. The current Forest Visitors and Travel Plan Maps have seven different seasonal restriction dates that are broken out into twenty three different legend categories. Where it is possible to protect the resource values, allow for appropriate motorized uses, and "lump" seasons, the project will do so.

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Kavalli County Fish and Wildlife Association; Bitterroot Ridge Runners. Some groups were met with more than once.  
<sup>3</sup> 2001 Off-Highway Vehicle Record of Decision and Plan Amendment for Montana, North Dakota and Portions of South Dakota.

The proposed action will simplify the motor vehicle designations (clearly show what is open to motorized use, and limit the number of different seasons of use), making it easier for compliance and enforcement.

## THE TRAVEL MANAGEMENT RULE

The Travel Management Rule issued in 2005 requires all National Forests to identify those roads, trails and areas open to motorized vehicle use on a map to be published annually. The Chief of the Forest Service directed all units to have this map published and available to the public by December 2009. The Forest is initiating travel management planning to comply with this important direction.

## 3.0 EXISTING CONDITION

The Bitterroot National Forest Visitor and Travel Plan Maps, issued on July 15, 2005 (with 6/7/07 errata), identify current road, trail and area restrictions for motorized vehicles. The maps (one for the north half of the Forest includes the Stevensville and Darby Ranger Districts and one for the south half includes the Sula and West Fork Ranger Districts) are available for sale at every District Ranger Station and the Forest Supervisor's Office. These maps display the existing condition for motorized recreation use with three exceptions (2001 Tri-State Off-Highway-Vehicle Decision, Trail 313 and Code "90" routes) which are explained below.

The 2005 Travel Management Rule directs the Forest Service to specifically designate those roads, trails and areas that are open to motorized use, rather than our current practice of showing both restricted and open information. For this reason the proposed action maps use the new, nationally standardized designations for what is open.

### 2001 TRI-STATE OFF-HIGHWAY-VEHICLE DECISION

In January 2001, the Regional Forester signed an *off-highway vehicle* (OHV) decision that "restricts yearlong, wheeled vehicle motorized cross country travel where it is not already restricted..."

Unauthorized routes, including *user-created* roads or trails existing at the time the decision was signed, and not closed by specific restrictions, continued to be open to motorized use until route designation (the process we are initiating) occurs. This means that the existing routes that are open to motorized use include these unauthorized routes. A complete inventory of all unauthorized routes has not occurred, nor is it practical or necessary to map these routes as part of travel planning<sup>6</sup>. For these reasons these routes are not on the existing condition maps.

### TRAIL 313

The Bitterroot/Rock Creek Divide Trail #313 was constructed in the early 1900's to provide access for fire protection and to several fire lookouts along the divide. This trail historically traversed much of the length of the Sapphire crest from Eightmile Saddle to the Anaconda-Pintler Wilderness.

Tread width along the trail varies from full-size vehicle width to single track with roads replacing some portions of the trail. The terrain varies from wide open ridge tops to steep timbered sections, lending itself to a variety of recreational experiences.

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<sup>6</sup> 36 CFR Public Comments on Proposed Rule and Department Responses

The trail crosses back and forth along the divide and is alternately on the Bitterroot, Beaverhead-Deerlodge, and Lolo national forests along most of its length.

Designation of where motorized use is allowed on Trail 313 has a complicated history which has resulted in confusion and conflicts between motorized and non-motorized users.

We acknowledge and understand that people have different understandings of what the existing motorized use condition is for Trail 313; accepting that fact, for this project the July 15, 2005 Forest Plan Visitor Map and Travel Plan represents the existing condition.

## CODE “90” ROUTES

The Forest Visitor’s Map does not show a class of routes that are closed to full size vehicles and are open to 50” vehicles or less. We refer to these routes as “90” routes here because that is how they have historically been coded in our internal records. These routes may or may not be gated. These routes are included as part of the existing condition and do appear on the proposed action maps.

## 4.0 THE PROPOSED ACTION

### PROPOSED ACTION DEVELOPMENT

To develop the proposed action the interdisciplinary team of Forest specialists:

- Examined the existing travel management directions<sup>7</sup>;
- Assembled and considered public input including:
  - Approximately 650 route specific requests for changes, inclusion of specific user-created routes, or changes in vehicle types allowed.
  - Changes supported by multiple parties during the Forest Plan Revision process;
  - Changes suggested by Forest managers based on resource considerations or recreation opportunities
- Screened potential changes considering: legal consistency; potential resource impacts or benefits of adopting the change (based on existing resource data); and, what the value of the route as a motorized recreation opportunity. Strong consideration was given to changes supported by multiple parties with multiple interests during the Forest Plan Revision process.

The coarse filter screening criteria considered by the interdisciplinary team are available in Appendix C and a complete list of the screening results is available on the Forest’s Travel Management Planning web site. District Rangers made the determinations on what would be included in the proposed action for their respective Districts, with a review by the Forest Supervisor.

### PROPOSED CHANGES TO EXISTING CONDITION

Proposed changes are displayed on two maps for each Ranger District. One map displays *snowmobile* designations and the second map displays wheeled motorized use designations. These maps are available at our web site [http://www.fs.fed.us/r1/bitterroot/projects/motorized\\_rec.shtml](http://www.fs.fed.us/r1/bitterroot/projects/motorized_rec.shtml) and in the scoping package CD ROM – Maps 1 - 8. A printed full set of the maps is available for review at the Forest Supervisor’s Office, each District Office and at the public libraries in Darby, Hamilton, Stevensville and Missoula.

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<sup>7</sup> Including, but not necessarily limited to: 1987 Forest Plan, 2005 Forest Visitor’s Map, 2005 Travel Management Rule, 2001 Tri-State Off-Highway Vehicle Decision.

As noted above in the existing condition section, the proposed action and all alternative maps will show where wheeled motorized recreation use would be allowed (rather than where it would be restricted). The snowmobile designations will continue to show areas and routes that are closed to snowmobile use as well as marked and groomed routes.

No new construction is proposed in the proposed action and 0.3 miles of unauthorized / user created trail would be relocated. The proposed changes from the existing condition for the total miles open to wheeled motorized access are summarized in Table 2 and the vehicle types for the open routes are compared in Table 3. All miles and acres in this document are approximations. Figure 2 displays the percentages of open and closed routes in the existing condition and proposed action and shows the percentages of open route by vehicle type. For the proposed action we used the vehicle classes that have been standardized nationally. Some members of the public asked us to add different vehicle classification types. We did not include new vehicle classifications in this proposed action to be consistent with the national standardizations and to retain simplicity in the classifications. Appendix A details the proposed changes to wheeled motorized access and the rationale behind each change.

Table 4 compares the area available for non-motorized recreation, based on a half mile buffer around all motorized routes<sup>8</sup>, between the existing condition and the proposed action. We show acres of non-motorized recreation available within the project area (non-wilderness) and also show the acres Forest-wide (wilderness included).

**Table 2. Comparison of Proposed and Existing Miles Open and Closed to Wheeled Motorized Access within the Project Area**

Vehicle Class and Season availability	Existing Condition (Miles)	Proposed Action (Miles)	Net Change (Miles)
Total Routes open to motorized vehicles <sup>9</sup>	2,851	2,487	-364
Total Routes closed to motorized vehicles	1,906	2,270	+364
TOTAL MILES of ROUTES	4,757	4,757	

**Table 3. Comparison of Proposed and Existing Wheeled Motorized Access by Vehicle Type.**

Vehicle Class and Season availability	Existing Condition (Miles)	Proposed Action (Miles)	Net Change
<b>Routes Open To Motorized Access</b>	<b>2,851</b>	<b>2,487</b>	<b>-364</b>
Unauthorized / user created routes that were screened <sup>10</sup>	166	0	-166
Roads open to all vehicles, Yearlong or Seasonal (Mixed-Motorized)	10	25	15
Roads open to <u>highway legal vehicle</u> only, Yearlong or Seasonal	1523	1479	-44
Trails open to <u>vehicles 50"</u> or less in width, Yearlong or Seasonal	717	746	29
Trails open to <u>motorcycles</u> , Yearlong or Seasonal	435	237	-198

<sup>8</sup> USDA 1982.

<sup>9</sup> As explained in the existing condition, all unauthorized or user-created routes that currently remain open under the 2001 Tri-State Rule are not included in existing condition miles unless they were recommended and reviewed in the initial screening process.

<sup>10</sup> One hundred and sixty six miles of unauthorized/user created routes were screened. Of those 17 miles are proposed for motorized access (15 miles for 50" or less vehicles, 2 miles for motorcycles); the rest are proposed for non-motorized use.

Figure 2. Graphic Comparison of Proposed and Existing Route Openings by Vehicle Type

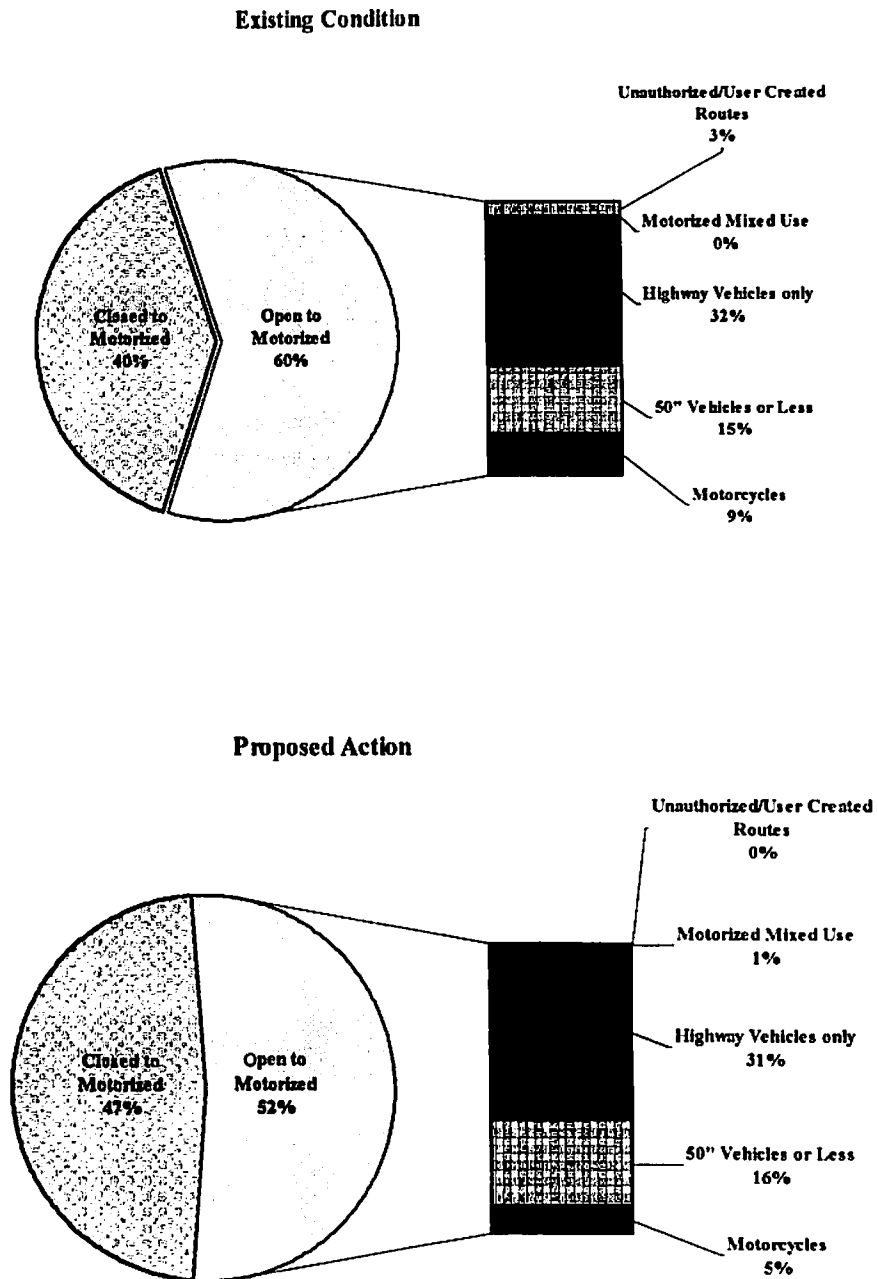




Table 4. Comparison of Proposed Acres Available for Non-Motorized Use (1/2 mile or more from wheeled motorized use designations) and the Existing Condition.

Area	Existing Condition Acres % of Area <sup>11</sup>	Proposed Action Acres % of Area	Change (Acres)		
				Project Area - Non-motorized areas (Excludes Wilderness)	Forest Wide - Non-motorized areas (Includes Wilderness)
				268,061 32%	973,512 61%
				320,652 38%	1,030,405 65%
				+6%	+4%

The basis for the largest proportion of the proposed changes to wheeled motorized use is twofold:

- Eliminating motorized use on trails that are within a short distance of a designated wilderness. Multiple parties with varied interests believed these routes were not the right setting for motorized use and supported their closure during public meetings.
- Closing trails within selected unroaded areas to protect wilderness characteristics (areas the Forest would like to recommend for wilderness designation).

Other changes are inclusion of user-created routes or other unauthorized routes formerly closed to motorized use that could provide a quality motorized recreation experience and that do not pose significant resource concerns. Several of these additions would increase the quality "time in the saddle" experience by providing longer loop opportunities. The Forest believes there are additional opportunities to provide quality motorized loop routes using old roads and linkages with only minor resource impacts and we will work with the public to identify and analyze those opportunities through this process.

Routes were also closed or seasonally restricted to motorized use to reduce or eliminate resource concerns. The reasons for the changes to individual routes are described in Appendix A.

The proposed action for snowmobile use retains all of the road and trail restrictions for snowmobiles that are displayed on the 2005 Forest Visitors Map. Seasonal closures on the Forest Visitors Maps that essentially span the entire snowmobile season<sup>12</sup> are shown as closed. Table 5 summarizes the proposed changes to areas open for snowmobile use and Table 6 displays the changes proposed in routes open for snowmobile use. Appendix B details the proposed changes to snowmobile access and the rationale behind each change. Generally, the changes proposed are to eliminate motorized use on trails within a short distance of designated wilderness areas and to preclude motorized use to protect wilderness characteristics in selected unroaded areas.

<sup>11</sup> The Bitterroot National Forest has approximately 1,596,000 acres, approximately 747,060 of those are in Wilderness. The project area is the remaining approximate 848,940 acres outside of wilderness.

<sup>12</sup> Oct 15 – June 15; Sept. 1 – June 15; Oct. 15 – May 15.

Table 5. Comparison of Proposed and Existing Areas Open to Snowmobile Access

Area	Existing Condition		Proposed Action		Net Change (Acres)
	Acres	% of Area	Acres	% of Area	
Project Area – (Excludes Wilderness)	753,715	89%	608,031	72%	-17%
Forest Wide – (Includes Wilderness)	753,715	47%	608,031	38%	-9%

Table 6. Comparison of Proposed and Existing Routes Open to Snowmobile within the Project Area.

Access Type	Existing Condition	Proposed Action	Net Change
Groomed Trails (miles)	58	58	0
Open Routes (miles)	430	341	-89

The proposed action will designate all sites where motorized use is allowed, including marking the routes to dispersed campsites on the motor vehicle use map. This is a change from the existing condition on the Forest Visitors Map and Travel Plan that states "Unless currently restricted, cross-country travel to a campsite within 300 feet of a road or trail is permitted by the most direct route causing the least damage." With the proposed action it will be clear where motorized access to a dispersed site (off a trail or road) is allowed. This proposed change would reduce the potential of new routes popping up within 300 feet of roads or trails, which could occur under the existing condition. The dispersed sites are not included on the proposed action maps because we are collecting accurate GPS information on the location of these sites. Existing motorized routes to dispersed camp sites will be included in the proposed action in the Draft Environmental Impact Statement unless substantial environmental, social or cultural concerns exist.

## 5.0 FOREST PLAN DIRECTION

This project will meet the Forest Plan goal of providing a broad spectrum of recreation opportunities and providing a safe trail system that protects soil and water resources.

Implementing the proposed action would likely require an amendment to the Bitterroot Forest Plan related to elk habitat effectiveness. The elk habitat effectiveness standard would probably not be met in some areas with this proposal; therefore a Forest Plan Amendment would be needed to implement it. However, the project would likely meet the Forest Plan Objective to "Cooperate with the States of Idaho and Montana to maintain the current level of big-game hunting ... opportunities." The objective of maintaining the current level of big-game has been and will likely continue to be met and exceeded. Forest Plan monitoring shows a "healthy, increasing elk herd that exceeds [Fish Wildlife and Parks] FWP and Forest Plan population objectives" (USDA Forest Service 2005). This exceeding of the population objectives has occurred even though some drainages do not meet Forest Plan elk habitat effectiveness standards.

The Bitterroot National Forest is revising our Forest Plan to reflect new scientific information as well as natural and social changes that have accumulated since the original plan was prepared, in the 1980s. The

<sup>13</sup> The Bitterroot National Forest has approximately 1,596,000 acres, approximately 747,060 of those are in Wilderness. The project area is the remaining approximate 848,940 acres outside of wilderness.

Forest Plan Revision will be the culmination of many public discussions. In March 2007 the U.S. District Court for the Northern District of California stopped the Forest Service from implementing the 2005 Planning Rule, which is the rule used in development of the revision. The Forest will not release a revised land management plan until issues related to this court decision are resolved.

## **6.0 HOW TO COMMENT DURING SCOPING**

To ensure there is ample time to review and discuss the proposal we are providing a 60 day comment period and request all comments by November 23, 2007 so we can fully consider them in the development of alternatives for the Draft Environmental Impact Statement.

We encourage you to review this information and let us know your comments on the Proposed Action. Your comments will be most meaningful if they are specific to the proposed action, and to particular routes or areas of concern.

**Please mail or hand-deliver written comments to:**  
Travel Management Planning Team  
Stevensville Ranger District  
88 Main St.  
Stevensville, MT 59870

Office hours are Monday through Friday, between 8:00 a.m. and 4:00 p.m.

Written comments may be faxed to the Stevensville Ranger District at (406) 777-7423. Comments may be submitted electronically (in MSWord or RTF format) to:  
[comments-northern-bitterroot@fs.fed.us](mailto:comments-northern-bitterroot@fs.fed.us)

Comments received during scoping, including names and addresses of those who comment, will be considered part of the public record for this project and will be available for inspection by the public.

This proposal is the first step in our National Environmental Policy Act (NEPA) environmental analysis process. We look forward to working with you to develop a mix of motorized and non-motorized opportunities that provide quality experiences and protect natural resources.

## **7.0 FOR MORE INFORMATION**

Travel Management planning documents will be posted on the internet as they become available at:  
[http://www.fs.fed.us/r1/bitterroot/projects/motorized\\_rec.shtml](http://www.fs.fed.us/r1/bitterroot/projects/motorized_rec.shtml)

For more information about the proposed action please contact: Dan Ritter, Stevensville District Ranger (406-777-5461), the Project Team Leader Sandy Mack, (406-777-7415) or Deb Gale, Forest Wilderness and Trails Program Manager (406-821-3269).

The Forest will schedule public meetings in November, prior to the end of the public comment period. Meeting times and locations will be announced at a later date.

## 8.0 GLOSSARY OF TERMS

**Areas for non-motorized recreation** – Same as “Non-motorized area”. An area with a high probability of experiencing solitude away from motor vehicles; defined as ½ mile or more from a route designated for motorized vehicle use. Other types of motors or sounds may be encountered here. Roads and trails not open to motorized use may also be encountered.

**Designated road, trail or area** – A National Forest System road, a National Forest System trail, or an area on National Forest System lands that is designated for motor vehicle use pursuant to 36 CFR §212.51. A designation for a road or trail includes all terminal facilities, trailheads, parking lots, and turnouts associated with the designated road or trail. The designation also includes parking within one vehicle width from the edge of the road surface when it is safe to do so.

**Highway legal vehicle** – Montana State Law mandates the following regulations for off-highway vehicle (OHV) use on all national Forest Roads:

- The OHV must be registered as a motor vehicle at the County Treasurers office (a vehicle title is required, a license plate will be issued).
- The operator of the vehicle must possess a valid driver's license and a motorcycle/OHV endorsement on their Montana Driver's License.
- Operators of these vehicles must be in compliance with all applicable laws.
- The vehicle must have a mirror, horn, headlights, and brake lights.
- A safety helmet is required for anyone under 18 years of age, either a driver or passenger, and is and is always a good idea for all OHV riders.

**Road** – A motor vehicle route over 50 inches wide, unless identified and managed as a trail.

**Trail** – A route 50 inches or less in width or a route over 50 inches wide that is identified and managed as a trail.

**Vehicles 50" or less in width** – A vehicle that is 50 inches or less in width at the widest width of the vehicle.

**Motorcycles** - vehicles with two wheels with “in-line” wheel alignment.

**Motorized Mixed Use** – Designation of a National Forest System road for use by both highway-legal and non-highway-legal motor vehicles. This has historically been referred to as Dual Use.

**Motor Vehicle** – Any vehicle which is self-propelled, other than:

- (1) A vehicle operated on rails; and
- (2) Any wheelchair or mobility device, including one that is battery-powered, that is designed solely for use by a mobility-impaired person for locomotion, and that is suitable for use in an indoor pedestrian area.

**Non-motorized use** – Any use that does not include a motorized vehicle. Non-motorized use can occur on roads or trails open to motorized use.

**Non-motorized area** – An area with a high probability of experiencing solitude away from motor vehicles; defined as ½ mile or more from a route designated for motorized vehicle use. Other types of motors or sounds may be encountered here. Roads and trails not open to motorized use may also be encountered.

**Off-highway vehicle** – Any motor vehicle designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain.

**Snowmobile** – A motor vehicle that is designated for use over snow and that runs on a track or tracks and/or a ski or skis, while in use over snow. This is the same definition used for the term “over-snow vehicle” in the 2005 Travel Management Rule.

**Unauthorized route** – A road or trail that is not a forest road or trail or a temporary road or trail and that is not included in a forest transportation atlas. This includes user-created trails.

**User-created route** – Any route currently not managed as part of the forest transportation system. These include off-road vehicle tracks which have not been designated and managed as a trail, and which may or may not be legal under the 2001 Tri-State Off-Highway Vehicle Decision. They also include travelways abandoned from the forest transportation system, but that still exist on the ground and continue to receive use by the public. For this project user-created route and unauthorized route are used interchangeably.

# **APPENDIX A.** **DETAILS AND EXPLANATION OF CHANGES PROPOSED TO WHEELED-MOTORIZED USE** **BY ROUTE AND BY DISTRICT**

Map Code	Vehicle Class and Season availability
1	Roads open to all vehicles, Yearlong - Motorized Mixed Use
2	Roads open to all vehicles, Seasonally – Motorized Mixed Use
3	Roads open to highway legal vehicles only, Yearlong
4	Roads open to highway legal vehicle only, Seasonal
5	Trails open to all vehicles, Yearlong
6	Trails open to all vehicles, Seasonal
7	Trails open to vehicles 50" or less in width, Yearlong
8	Trails open to vehicles 50" or less in width, Seasonal
9	Trails open to motorcycles, Yearlong
10	Trails open to motorcycles, Seasonal
-1	Unauthorized / User Created

## **Stevensville Ranger District**

Route #	District	Name	Mile Post Approx.		Map Codes *		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR)5	1	Bear Creek	0.0	2.2	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes
			Begin	End	Existing	Proposed	
(TR) 24	1	Squaw Peak	0.0	1.5	9	0	Trails 24, 146, 147 and 213 all lead to Trail 313 at a section of that trail that is closed to motorized use. This means they are leading to a trail they can't currently ride on. Very light current use that started in the last few years. Trail 213 starts on private land – we have no easement so therefore cannot designate this trail. There are steep areas on these trails with > 35% slopes. Low motorized recreation opportunity.
(TR)43	1	Gold Creek Ridge	0.0	8.0	9	0	Trails 148, 150, 311, 43, 321, 146, 147, 213 and a portion of Road 312 are in the Stony Mountain Roadless area which because of its remoteness, little motorized use currently, and being adjacent to recommended wilderness on the Lolo NF we propose to retain wilderness characteristics by prohibiting motorized use. Trails 311 and 43 show high value for a motorized recreation opportunity but this was outweighed by the area's value for its wilderness characteristics. This area received support from multiple parties with diverse interests as recommended wilderness during forest planning community meetings in 2005.
(TR)44	1	Palisade	0	2.8	9	8	Currently this portion of the trail is a 50" track on the ground that receives a lot of use. The route is in a high and dry area. Provides a 50" vehicle motorized loop opportunity with Trails 86 and 88. Also links with Trail 300. Propose seasonal opening to provide elk security and non-motorized hunting experience.
(TR)44	1	Palisade	2.8	4.9	9	10	Motorcycle track on the ground on this part of the trail. The route receives a high amount of use now. Provides a loop opportunity with Trails 300, 86, and 88. Propose seasonal opening to provide elk security and non-motorized hunting experience.
(TR)53	1	Kootenai Creek	0.0	3.0	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes
			Begin	End	Existing	Proposed	
Coarse Filters ~ Initial Screening							
(TR)116	1	St. Mary Peak	0.0	2.5	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.
(TR)121	1	Sweathouse Creek	0.0	1.9	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.
(TR)122	1	Gash Creek	0.0	1.1	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that accessed the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.



Route #	District	Name	Mile Post Approx.		Map Codes *		Explanation of the Needs or Objectives that led to the Proposed Changes
			Begin	End	Existing	Proposed	
(TR)126	1	Bear Creek Overlook	0.0	2.6	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.
(TR)146	1	Cutoff	0.0	3.7	9	0	Trails 24, 146, 147 and 213 all lead to Trail 313 at a section of that trail that is closed to motorized use. This means they are leading to a trail they can't currently ride on. Very light current use that started in the last few years. Trail 213 starts on private land – we have no easement so cannot designate this trail. There are steep areas on these trails with > 35% slopes. Low motorized recreation opportunity. Additionally Trails 146, 147 and 213 are in the Stony Mountain Roadless area which because of its remoteness, little motorized use currently, and being adjacent to recommended wilderness on the Lolo NF we propose to retain wilderness characteristics by prohibiting motorized use. This area received support from multiple parties with diverse interests as recommended wilderness during forest planning community meetings in 2005.
(TR)147	1	Bitterroot Big Springs	0.0	3.1	9	0	Trails 24, 146, 147 and 213 all lead to Trail 313 at a section of that trail that is closed to motorized use. This means they are leading to a trail they can't currently ride on. Very light current use that started in the last few years. Trail 213 starts on private land – we have no easement so therefore cannot designate this trail. There are steep areas on these trails with > 35% slopes. Low motorized recreation opportunity. Additionally Trails 146, 147 and 213 are in the Stony Mountain Roadless area which because of its remoteness, little motorized use currently, and being adjacent to recommended wilderness on the Lolo NF we propose to retain wilderness characteristics by prohibiting motorized use. This area received support from multiple parties with diverse interests as recommended wilderness during forest planning community meetings in 2005.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes
			Begin	End	Existing	Proposed	
(TR)148	1	Flat Rock Creek	0.0	5.5	9	0	Trails 148, 150, 311, 43, 321, 146, 147, 213 and a portion of Road 312 are in the Stony Mountain Roadless area which because of its remoteness, little motorized use currently, and being adjacent to recommended wilderness on the Lolo NF we propose to retain wilderness characteristics by prohibiting motorized use. Several creek crossings without adequate fords on trails 148 and 150. Professional riders told FS personnel they would not ride trail 150 again – extremely rocky tread in bottom – would need complete construction. Geographic layout is not conducive to motorized use on trails 148 and 150. This area received support from multiple parties with diverse interests as recommended wilderness during forest planning community meetings in 2005.
(TR)150	1	Signal Rock	0.0	2.5	9	0	Trails 148, 150, 311, 43, 321, 146, 147, 213 and a portion of Road 312 are in the Stony Mountain Roadless area which because of its remoteness, little motorized use currently, and being adjacent to recommended wilderness on the Lolo NF we propose to retain wilderness characteristics by prohibiting motorized use. Several creek crossings without adequate fords on trails 148 and 150. Professional riders told FS personnel they would not ride trail 150 again – extremely rocky tread in bottom – would need complete construction. Geographic layout is not conducive to motorized use on trails 148 and 150. This area received support from multiple parties with diverse interests as recommended wilderness during forest planning community meetings in 2005.
(TR)213	1	Little Threemile	0.0	3.2	9	0	Trails 24, 146, 147 and 213 all lead to Trail 313 at a section of that trail that is closed to motorized use. This means they are leading to a trail they can't currently ride on. Very light current use that started in the last few years. Trail 213 starts on private land – we have no easement so therefore cannot designate this trail. There are steep areas on these trails with > 35% slopes. Low motorized recreation opportunity. Additionally Trails 146, 147 and 213 are in the Stony Mountain Roadless area which because of its remoteness, little motorized use currently, and being adjacent to recommended wilderness on the Lolo NF we propose to retain wilderness characteristics by prohibiting motorized use. This area received support from multiple parties with diverse interests as recommended wilderness during forest planning community meetings in 2005.
(TR) 299	1	Gleason Lake	0.0	1.4	7	0	To get to this trail you would have to go through an area closure or on a closed road. You can't legally get to this trail with a motorized vehicle. There is no constructed tread. Essentially this was a mapping error, therefore propose to close to motorized use.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR)300	1	Willow Creek	0.6	3.8	9	10	This route provides multiple unique loop opportunities so we're proposing to keep the route open. Propose a seasonal restriction to be open during June 15 – Aug. 31 to address sediment and fisheries concerns.
(TR)308	1	Arasta	0.0	1.2	9	0	Trail 329 and Trail 308 lead to routes on the Lolo NF that are closed to motorized use. Low value for motorized recreation opportunity.
(TR)311	1	Gold Creek	0.0	4.5	9	0	Trails 148, 150, 311, 43, 321, 146, 147, 213 and a portion of Road 312 are in the Stony Mountain Roadless area which because of its remoteness, little motorized use currently, and being adjacent to recommended wilderness on the Lolo NF we propose to retain wilderness characteristics by prohibiting motorized use. Trails 311 and 43 show high value for a motorized recreation opportunity but this was outweighed by the area's value for its wilderness characteristics. This area received support from multiple parties with diverse interests as recommended wilderness during forest planning community meetings in 2005.
(TR)321	1	Burnt Fork	0.0	5.6	9	0	Trails 148, 150, 311, 43, 321, 146, 147, 213 and a portion of Road 312 are in the Stony Mountain Roadless area which because of its remoteness, little motorized use currently, and being adjacent to recommended wilderness on the Lolo NF we propose to retain wilderness characteristics by prohibiting motorized use. Very Little use, including very little hunting use on Trail 321. Rest of Trail 321 is already closed. This area received support from multiple parties with diverse interests as recommended wilderness during forest planning community meetings in 2005.
(TR)329	1	Cleveland Mountain	0.0	2.4	9	0	Trail 329 goes through Plum Creek property and they have tried in the past to close portions of it. Trail 329 and Trail 308 lead to routes on the Lolo NF that are closed to motorized use. Trail 329 is pickup width but BNF has tried to narrow it to motorcycle width – however, it continually gets cut out. Closure based on private property issues – the 2005 rule prohibits designation of roads or trails outside National Forest jurisdiction.

Travel Management Planning Proposed Action – Changes Proposed to Wheeled-Motorized Use  
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Route #	District	Name	Mile Post Approx.		Map Codes *		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR)364	1	Mill Creek	0.0	0.8	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.
(TR)393	1	Holloway Lake	0.0	2.8	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.
312	1	Burnt Fork	11.9	14.4	3	0	Trails 148, 150, 311, 43, 321, 146, 147, 213 and a portion of Road 312 are in the Stony Mountain roadless area. Propose closing this portion of Rd. 312 to motorized use because of the importance of maintaining the wilderness characteristics in the Stony Mountain area. This route does not have a high motorized recreation opportunity value.
640	1	Threemile	3.7	5.1	3	0	Propose to close this portion of road because it has a very low motorized recreation opportunity value and portions are currently closed under an emergency closure order because of resource damage from a full size vehicle.
1302A	1	Beartrap	0.75	3.1	0	8	Open in the proposed action to provide a loop opportunity in an area of high demand. The first portion of Rd. 1302A is already open, can connect to road 969 which is open to full size vehicles. Low resource concern with opening the route. Propose a seasonal restriction to be open during June 15 – Aug. 31 to address watershed concerns.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
1316	1	Lower Larry Loop	0.9	3.4	2	0	Route has heavy non-motorized recreation use. Motorized use is conflicting with bicycles, horseback and hikers here. No real attraction for motorized use, low motorized recreation opportunity value. The Forest would like to emphasize non-motorized recreation in the Larry Creek area.

**Darby Ranger District**

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR)41	2	Gird Creek/Middle Ridge	0	4.5	9	8	Good motorized recreation opportunity. Good, unique opportunity to connect to other 50" motorized routes (TR)41, (TR)44 (on Stevensville RD), (TR)86, (TR)88. Part of the former Skalkaho Game Range. Popular bow-hunting area. Propose seasonal use from June 16 – Oct. 14 to provide wildlife security and non-motorized hunting experience.
(TR)77	2	Railroad Creek	0	4.2	9	0	Trails 77, 156, and 503 all lead to trail 313 which is closed to motorized in this sections. Currently low use by motorcycles. Weasel Creek (TR)156 and Railroad Creek (TR)77 have some steep sections over 35%.
(TR)86	2	Skalkaho-Gird	0	7.2	9	8	Good motorized recreation opportunity. Good, unique opportunity to connect to other 50" motorized routes (TR)41, (TR)44 (on Stevensville RD), (TR)86, (TR)88. Part of the former Skalkaho Game Range. Popular bow-hunting area. Propose seasonal use from June 16 – Oct. 14 to provide wildlife security and non-motorized hunting experience.

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Route #	District	Name	Mile Post Approx.		Map Codes *		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR)88	2	Dam Creek	0	1.2	10	8	Good motorized recreation opportunity. Good, unique opportunity to connect to other 50" motorized routes (TR)41, (TR)44 (on Stevensville RD), (TR)86, (TR)88. Part of the former Skalkaho Game Range. Popular bow-hunting area. Propose seasonal use from June 16 – Oct. 14 to provide wildlife security and non-motorized hunting experience.
(TR)149	2	Skalkaho/Little Burnt Fork	0	2.3	9	0	Low motorized recreation opportunity. Some very steep sections on first quarter of the trail. On the line of an existing area closure. Currently low use.
(TR)156	2	Weasel Creek	0	3.8	9	0	Trails 77, 156, and 503 all lead to trail 313 which is closed to motorized in this sections. Currently low use by motorcycles. Weasel Creek (TR)156 and Railroad Creek (TR)77 have some steep sections over 35%.
(TR)293	2	Bailey Lake	0	1	9	0	This trail is within the Research Natural Area. It has low use and there are other lakes in the area accessible by motorized vehicle.
(TR)503	2	Skalkaho Creek-Jerry Lake	0	5.3	9	0	Trails 77, 156, and 503 all lead to trail 313 which is closed to motorized in this sections. Currently low use by motorcycles. Weasel Creek (TR)156 and Railroad Creek (TR)77 have some steep sections over 35%.
(TR)504	2	Rye Creek-Hot Springs	0	2.4	9	0	No easement for the trail through private property at N. end of trail 504. Cannot designate as open on private.
(TR)510	2	Cross Country	1.9	6.2	10	8	Nice opportunity for 50" vehicles close to town. Links to Rd. 720 to provide a loop. Close to town.
(TR)512	2	Sawdust Gulch	0	1.3	10	0	Trail is not totally on National Forest. Encroachment on State lands. Cannot designate as open.
(TR)528	2	Chaffin Creek	0.0	2.8	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and, 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes
			Begin	End	Existing	Proposed	
Coarse Filters ~ Initial Screening							
321	2	North Rye Creek	1.3	4.5	3	0	This segment of the North Rye Creek Road is a chronic producer of sediment into a major tributary of a 303(d) listed stream. North Fork of Rye Creek is a westslope cutthroat steam. Effective improvements to the existing road would be very costly. Elimination of motorized traffic would reduce sediment production and delivery. The area accessed by this closure can be accessed by other routes, however driving distance will be increased.
374	2	Trapper Chaffin	2.2	6.7	3	1	Allowing mixed motorized use on this route would provide a loop opportunity for 50" vehicles in conjunction with some short links that already exist on the ground.
374A	2	Hart Bench Loop	0.0	7.5	3	1	Allowing mixed motorized use on this route would provide a loop opportunity for 50" vehicles in conjunction with some short links that already exist on the ground.
374A	2	Hart Bench Loop	7.5	10.8	4	2	Allowing mixed motorized use on this route would provide a loop opportunity for 50" vehicles in conjunction with some short links that already exist on the ground.
446	2	Robbins Gulch	1.5	3.1	3	0	This road contributes sediment to a tributary of a 303(d) listed stream. It is in a bad location sitting lower than the creek and in the stream channel in places causing serious sedimentation problems. Though the route has a high motorized recreation value we propose closing it to motorized access to reduce sedimentation delivery.
5623	2	South Lick Creek	0.0	3.8	4	4 <sup>1</sup>	Increased the season of motorized use by one month; changed the open season from June 16 – August 31 to June 16 – Oct 14. There is not a resource based reason for this area to be closed to motorized use in September or early October. This change simplifies the motorized use designations by eliminating one of the seven seasonal restriction types.
5628A	2	Trapper Trailhead	0.0	.7	3	4	Propose seasonal use from June 16 – Oct. 14 to provide wildlife security during hunting season and during use of winter range.
13234	2						
13272	2	Timber	0	0.8	3	0	Low motorized recreation opportunity. Short spur road with resource benefits to closing.
13272A	2	Timber Road	0	0.2	3	0	Low motorized recreation opportunity. Short spur road with resource benefits to closing.
13273	2	Little Trapper	0	0.5	3	0	Low motorized recreation opportunity. Short spur road with resource benefits to closing.

<sup>1</sup> This seasonal change of one month is not highlighted as a change on the proposed action map.

Route #	District	Name	Mile Post Approx.		Map Codes *		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
13274	2	Little Trapper	0	1.0	3	0	Low motorized recreation opportunity. Short spur road with resource benefits to closing .
13276	2	South Trapper	0	0.6	3	4	Seasonal restriction added to provide elk security during hunting season. Open from Dec. 2 – Oct. 14. This was part of Huck-Trap decision.
13278	2	South Trapper	0	0.5	3	0	Low motorized recreation opportunity. Short spur road.
62409	2	Chaffin Creek	0	1.1	8	0	This is a short spur with low motorized recreation value and resource benefits to closing.
62412	2	Little Trapper	0.0	1.6	3	4	Propose seasonal use from June 16 – Oct. 14 to provide wildlife security during hunting season and during use of winter range.
62413	2	Burnt Ridge	0.0	0.3	4	8	This section of road between road 62880 and RD-DARD-02 provides a loop opportunity for 50" vehicles. Propose changing from open to highway vehicles to open to vehicles 50" or less for safety and quality of motorized experience.
62800	2	Two Bear	0	1.2	7	0	Sleeping Child Creek is a 303(d) listed stream; closing would reduce sedimentation. Closing reduces motorized use in an otherwise non-motorized area. Road doesn't provide good motorized recreational opportunity.
62865	2	Little Trapper-Trapper	0.0	0.1	3	4	Propose seasonal use from June 16 – Oct. 14 to provide wildlife security during hunting season and during use of winter range.
62865	2	Little Trapper-Trapper	0.1	1.7	3	0	This portion of the road crosses stream, it is near residences and it is one of several terraced roads. It provides low motorized recreation value.
62866	2	Little Trapper Trapp	0.0	1.0	7	4	On the ground this route is already open to full size vehicles. The route is needed for full size vehicle access to private property.
62880	2	Little Trapper	0.0	1.0	4	8	This route provides a loop opportunity for 50" vehicles. Propose changing from open to highway vehicles to open to vehicles 50" or less for safety and quality of motorized experience.
62882	2	Little Trapper	0.0	1.6	0	8	Existing route on the ground. This route links with other 50" vehicle routes to provide loop opportunities with low resource concerns.



Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
62885	2	Chaffin Cr. Hart Gulch	0.0	0.4	4	8	This route provides a loop opportunity for 50" vehicles. Propose changing from open to highway vehicles to open to vehicles 50" or less for safety and quality of motorized experience.
62887	2	Chaffin Cr.-Hart Gulch	0.0	5.0	4	8	This route provides a loop opportunity for 50" vehicles. Propose changing from open to highway vehicles to open to vehicles 50" or less for safety and quality of motorized experience.
62893	2	McCoy Creek	0.7	1.0	4	0	This is a short spur with low motorized recreation value and resource benefits to closing.
62894	2	McCoy Creek-Spoon	1.5	1.6	4	0	This is a short spur with low motorized recreation value and resource benefits to closing.
62905	2	Chaffin Creek	0.0	0.3	4	0	Short spur no longer needed. Low motorized recreation opportunity. Watershed benefits to closure.
62905	2	Chaffin Creek	0.3	0.8	7	0	Short spur no longer needed. Low motorized recreation opportunity. Watershed benefits to closure.
62906	2	Little Trapper	0	0.9	4	0	This is a short spur with low motorized recreation value and resource benefits to closing.
62909	2	Bunkhouse	0.4	0.7	7	0	Roads 62909 and 62910 were decommissioned in a previous decision. Both these roads lead right to private property. Propose to keep the first portion of this route open to provide a motorized loop opportunity w/ RD-OHV1-21 and 62910 on the south side of Lake Como. Proposed to close the rest of the route to preserve investment in decommissioning and eliminate public use on private property.
62910	2	Bunkhouse	0.6	1.7	7	0	Roads 62909 and 62910 were decommissioned in a previous decision. Both these roads lead right to private property. Proposed to close to preserve investment in decommissioning and eliminate public use on private property.
62977	2	Little Trapper	0.0	0.2	4	0	This is a short spur with low motorized recreation value and resource benefits to closing.
74950	2	Chaffin Creek	0.0	0.6	0	8	Opening this short route provides additional loop opportunity for 50" vehicle users with low resource concerns.

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Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
74973	2	Chaffin Creek	0.0	0.1	4	0	This is a short spur with low motorized recreation value.
74996	2	Burnt Ridge	0.0	0.6	4	8	This route provides a loop opportunity for 50" vehicles. Propose changing from open to highway vehicles to open to vehicles 50" or less for safety and quality of motorized experience.
RD-DARD-01	2	Burnt Ridge	0.0	0.3	-1	8	Existing route on the ground – legal under Tri-State rule. This route links with other routes open to 50" vehicles in the area including 62885 and 62880. High motorized recreation opportunity value and high existing use with low resource concerns.
RD-DARD-02	2	Leavens	0.0	0.3	-1	8	Existing route on the ground – legal under Tri-State rule. This route links with other routes open to 50" vehicles in the area including 74996 and 62887. High motorized recreation opportunity value and high existing use with low resource concerns.
RD-DARD-03	2	Sec. 10	0.0	0.2	-1	8	Existing route on the ground – legal under Tri-State rule. This route links with other routes open to 50" vehicles in the area including 62885 and 62882. High motorized recreation opportunity value and high existing use with low resource concerns.
RD-DARD-04	2	Burnt Ridge	0.0	0.2	-1	8	Existing route on the ground – legal under Tri-State rule. This route links with other routes open to 50" vehicles in the area including 62413 and 62887. High motorized recreation opportunity value and high existing use with low resource concerns.
RD-DARD-05	2	Ray's Trail	0.0	0.3	-1	8	Existing route on the ground – legal under Tri-State rule but <b>would need re-location</b> . This route links with other routes open to 50" vehicles in the area including 374A to 62887. High motorized recreation opportunity value with low resource concerns. Provides a key connector for a highly used loop.
RD-OHV1-21	2	Bunkhouse	0.0	0.3	-1	8	Proposed action provides motorized opportunities south of Lake Como and less motorized opportunities immediately north of Lake Como to reduce user conflicts. Existing route on the ground in the appropriate location – legal under Tri-State rule – that provides a large loop opportunity. This route links with other routes open to 50" vehicles in the area including 62909 with 550A. High motorized recreation opportunity value with low resource concerns.
TR-OHV1-24	2	Lost Horse	0.0	0.8	-1	7	Existing route on the ground – legal under Tri-State rule and in an appropriate location. This route links with other routes open to 50" vehicles in the area including Routes 496 and 74985 (loops with 5620, 62953, 4985). High use area High motorized recreation opportunity value with low resource concerns.

**Sula Ranger District**

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR)9	3	Continental Divide National System Trail	14.8	31.4	9	0	Propose closing this section of trail to motorized use to follow the intent of the Continental Divide Trail Comprehensive Plan which calls for non-motorized use on trail sections between sections that are already non-motorized (this includes Anaconda-Pintler Wilderness and Gibbons Pass to Chief Joseph Pass in this case) and for any newly constructed sections. Thus, this section will be closed in the proposed action.
(TR)78	3	Reimal Tolan Divide	0.0	4.3	10	8	50" track already exists on the ground for this portion of the trail (up to its intersection with trail 403) and has been used legally by ATV's under the Tri-State Rule. Maintain current seasonal use of Dec 2 – Oct 14.
(TR)78	3	Reimal Tolan Divide	5.0	5.4	10	0	Trail 78 is proposed for closing because it accesses Trail 9, which is proposed for closure to be consistent with the Continental Divide Trail Comprehensive Plan.
(TR)103	3	Warm Springs Creek	0.0	4.5	10	0	By closing this portion of Trail 103 (and Trail 404 and part of Trail 177) to motorized use it would reduce existing user conflicts between stock from Crazy Creek stock facilities and motorized users, while providing a motorized loop experience in the same general area (Portion of trail 177, 178, 205, 103, 673 back to 177). Small sections of trail would still be shared.
(TR)170	3	Swift Creek	0.0	1.9	9	0	Trail 170, 436, 434, 462 and portions of 171 access the Anaconda Pintler Wilderness where motorized use is prohibited. We propose closing these routes eliminate motorized use on trails within a short distance of designated wilderness areas. Trail 170 is very steep and sandy with switch-backs. Trail 170 is also within an area where preserving wilderness characteristics is important). Low motorized use recreation opportunity value.
(TR)171	3	Meadow Bugle	0.8	1.7	9	0	This portion of trail 171 accesses the Anaconda Pintler Wilderness where motorized use is prohibited. We propose closing this portion of the trail to eliminate motorized use on trails within a short distance of designated wilderness areas. The remainder of trail 171 and trail 172 would remain open to motorcycle use.
(TR)177	3	Warm Springs Ridge	0	1.0	10	8	By keeping portions of Trail 177 and Trails 728, 178, 205, 103, and 673 open to motorized use, (while closing portions of Trails 177, 103 and Trail 404) it would reduce existing user conflicts between stock from Crazy Creek stock facilities and motorized users while providing a quality motorized loop experience and a quality non-motorized loop opportunity. (Some small sections of trail would still be shared).

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR)177	3	Warm Springs Ridge	1.0	7.8	10	0	By closing this portion of Trail 177 (and Trail 404 and part of Trail 103) to motorized use it would reduce existing user conflicts between stock from Crazy Creek stock facilities and motorized users, while providing a motorized loop experience in the same general area (Portion of trail 177, 178, 205, 103, 673 back to 177). Small sections of trail would still be shared.
(TR)177	3	Warm Springs Ridge	7.8	14.3	9	10	By keeping portions of Trail 177 and Trails 728, 178, 205, 103, and 673 open to motorized use, (while closing portions of Trails 177, 103 and Trail 404) it would reduce existing user conflicts between stock from Crazy Creek stock facilities and motorized users while providing a quality motorized loop experience and a quality non-motorized loop opportunity. (Some small sections of trail would still be shared). Propose a seasonal use from Dec. 2 to Oct 14 to provide elk security during the hunting season.
(TR)203	3	Tolan-Reimel Ridge	0.0	5.0	10	0	Route is not totally on National Forest; we can not designate a route the government doesn't have jurisdiction on. Minimal public motorized use currently.
(TR)205	3	Porcupine Creek	0.0	4.8	9	10	By keeping portions of Trail 177 and Trails 728, 178, 205, 103, and 673 open to motorized use, (while closing portions of Trails 177, 103 and Trail 404) it would reduce existing user conflicts between stock from Crazy Creek stock facilities and motorized users while providing a quality motorized loop experience and a quality non-motorized loop opportunity. (Some small sections of trail would still be shared). Propose allowing motorcycle use between Dec. 2 – Oct 14, restricting motorized use during big-game hunting season.
(TR)400	3	Capri Lake	0.0	0.2	10	8	Propose changing this portion of the trail to motorcycle access, instead of 50" vehicles, to avoid impacts near the lake. Would have to construct a 50" tread up to the lake to avoid resource impacts if left open to 50" vehicles. A 50" track already exists on the ground on the other portion of this trail to Pass Lake. That portion of the trail will remain a 50" vehicle designation.
(TR)403	3	Tolan-Reimal Cutoff	0.0	4.6	10	0	Portion of this trail have been obliterated by the 2000 fire; tread is no longer visible. Very low motorized recreation opportunity value.
(TR)404	3	Fire Creek	0.0	4.6	9	0	By closing Trail 404 (and portions of Trails 103 and 177) to motorized use it would reduce existing user conflicts between stock from Crazy Creek stock facilities and motorized users, while providing a motorized loop experience in the same general area (Portion of trail 177, 178, 205, 103, 673 back to 177). Small sections of trail would still be shared.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR)434	3	Hole in the Wall	0.0	4.1	9	0	Trails 170, 436, 434, 462 and portions of 171 access the Anaconda Pintler Wilderness where motorized use is prohibited. We propose closing these routes to eliminate motorized use on trails within a short distance of designated wilderness areas. Low motorized use recreation opportunity value. Trail 434 is also within an area where preserving wilderness characteristics is important.
(TR)436	3	McCart Lookout	0.0	0.2	9	0	Trail 170, 436, 434, 462 and portions of 171 access the Anaconda Pintler Wilderness where motorized use is prohibited. We propose closing these routes to eliminate motorized use on trails within a short distance of designated wilderness areas. Low motorized use recreation opportunity value.
(TR)462	3	Meadow Creek Ridge	0.0	0.3	9	0	Trail 170, 436, 434, 462 and portions of 171 access the Anaconda Pintler Wilderness where motorized use is prohibited. We propose closing these routes to eliminate motorized use on trails within a short distance of designated wilderness areas. Low motorized use recreation opportunity value.
TR-OHV1-25	3	Elk Gulch	0.0	2.1	-1	8	Existing route on the ground – legal under Tri-State rule. This route links with other routes in the area including Road 73447, TR-OHV1-25, TR-SURD-03, TR-SURD-04 and TR-SURD-05). This route is a loop link between 50" trail on road 13349 and road 73214. High motorized recreation opportunity value with low resource concerns.
TR-OHV1-27	3	Bertie Lord	0.0	0.2	-1	8	Existing route on the ground – legal under Tri-State rule. This route links 50" vehicle routes 13313 and 13316. Low resource concerns.
TR-OHV1-28	3	Tepee Link	0.0	0.1	-1	8	Existing route on the ground – legal under Tri-State rule. This short route links route 5786 with 50" vehicle route 73996 providing a motorized loop opportunity with little resource concern.
TR-OHV1-30	3	Bugle Creek Link	0.0	0.6	-1	8	Existing route on the ground – legal under Tri-State rule. This short route links 50" vehicle routes 73609 and 73610 providing a motorized loop opportunity with little resource concern.
TR-OHV1-45	3	Kerlee Creek	0.0	0.5	-1	8	Existing route on the ground – legal under Tri-State rule. This route links roads 73274 and road 5758 on the contour providing a good loop opportunity on existing tread. High motorized recreation opportunity value and low resource concerns.
TR-OHV1-64	3	Waugh Creek	0.0	1.7	-1	10	Existing route on the ground – legal under Tri-State rule. Connects road 5733 to single track route (TR)177 providing loop opportunity. Low resource concern with relatively high motorized recreation opportunity value.
TR-OHV3-01	3	Bugle Creek	0.0	0.04	-1	8	Existing route on the ground – legal under Tri-State rule. This short route links 50" vehicle routes providing a motorized loop opportunity with little resource concern.

Route #	District	Name	Mile Post Approx.		Map Codes *		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
TR-SURD-03	3	Elk Point	0	0.7	-1	8	Existing route on the ground – legal under Tri-State rule. This route links with other routes in the area including Road 73447, TR-OHV1-25, TR-SURD-03, TR-SURD-04 and TR-SURD-05). High motorized recreation opportunity value with low resource concerns.
TR-SURD-04	3	Franklin Gulch	0	2.1	-1	8	Existing route on the ground – legal under Tri-State rule. This route links with other routes in the area including Road 73447, TR-OHV1-25, TR-SURD-03, TR-SURD-04 and TR-SURD-05). High motorized recreation opportunity value with low resource concerns.
TR-SURD-05	3	Elk Point	0	1.0	-1	8	Existing route on the ground – legal under Tri-State rule. This route links with other routes in the area including Road 73447, TR-OHV1-25, TR-SURD-03, TR-SURD-04 and TR-SURD-05). High motorized recreation opportunity value with low resource concerns.
TR-SURD-06	3	Shirley Mountain	0	0.9	-1	8	Existing route on the ground – legal under Tri-State rule. Short spur, low resource concerns.
TR-SURD-07	3	Shirley Mountain	0	0.9	-1	8	Existing route on the ground – legal under Tri-State rule. Accesses Shirley Mountain, low resource concerns.
RD-OHV1-05	3	Maynard Creek	0.0	0.3	-1	8	Existing route on the ground – legal under Tri-State rule. This route is a loop link between 50" trail on road 13349 and road 73214. High motorized recreation opportunity value with low resource concerns.
RD-OHV2-02	3	Springer Creek Saddle	0.0	1.7	-1	8	Existing route on the ground – legal under Tri-State rule. Links road 13355 with 50" vehicle route 5759 along a ridge providing a loop opportunity on existing tread. High motorized recreation opportunity value and low resource concerns with route.
RD-SURD-01	3	Bertie Lord	0.0	0.4	-1	8	Existing route on the ground – legal under Tri-State rule. Links road 13313 and road 13314 for a loop opportunity with low resource concerns.
13304	3	Head of Lyman Creek	1.5	2.4	8	0	The Sula District has requested funds form the Resource Advisory Council to decompact, remove crossings and recontour drainages on this 0.9 mile section of road which will improve fish passage on Lyman Creek, reduce risk of culvert failure on a seldom-used road, reduce erosion and improve infiltration.
13305	3	Head of Lyman Creek	0	1.8	8	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
13313	3	Tepee Creek	11.5	12.1	8	0	Short section of road determined not to be needed for motorized use through the Middle East Fork Roads Analysis.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
13320	3	Head of Doran Creek	0	0.6	8	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
13348	3	Head of Pasture Draw	0	0.8	8	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
13353	3	Elk Point East	0	0.5	8	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
13354	3	Elk Point East	0	1.1	8	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
73154	3	Cameron Creek	0	2.7	3	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
73154	3	Cameron Creek	0	2.7	7	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
73216	3	Lyman Creek	0	0.6	8	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
73216	3	Pasture Draw	0	0.6	8	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
73248	3	Guide Creek	0.0	0.8	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.
73249	3	Guide Creek	0.0	0.6	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.
73250	3	Guide Creek	0.0	1.9	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.

Travel Management Planning Proposed Action – Changes Proposed to Wheeled-Motorized Use  
A Starting Point

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes
			Begin	End	Existing	Proposed	
73258	3	Jennings Camp Creek	0.0	0.7	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.
73259	3	Jennings Camp Creek	0.0	1.9	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.
73260	3	Jennings Camp Creek	0.0	0.9	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.
73261	3	Jennings Camp Creek	0.0	0.3	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.
73262	3	Jennings Camp Creek	0.0	0.4	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.
73291	3	Mink Creek	0	0.2	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.
73447	3	Elk Point	0.0	2.0	0	8	This road links with other routes in the area including TR-OHVI-25, RD-OHVI-05, TR-SURD-03, TR-SURD-04 and TR-SURD-05). High motorized recreation opportunity value with low resource concerns.
73623	3	Bugle Creek	0	0.2	0	8	These routes (73623, 73625 & TR-OHVI-30) provide linkages to create loops with little resource concerns.



Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
73625	3	Bugle Creek	0	0.7	0	8	These routes (73623, 73625 & TR-OHV1-30) provide linkages to create loops with little resource concerns.

#### West Fork Ranger District

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR) 55	4	Little Boulder	0.0	5.0	9	10	Accesses a lake. Low resource concerns with motorized use. Retain motorcycle access but add season of use restrictions of December 2 – October 14.
(TR)137	4	Jack the Ripper	0.0	3.5	9	0	Trails 137 and 614 are in a portion of the Blue Joint Montana Wilderness Study Area which because of its adjacency to the Frank Church Wilderness, high opportunity for solitude, and significant scenic attractions we propose to retain wilderness characteristics by prohibiting motorized use. Trail 137 does not provide a high value as a motorized recreation opportunity. This portion of the Blue Joint area has had, and continues to have support for wilderness designation. The Chicken-Deer-Razorback motorized trail loop (Trails 138, 139, 106), to the south and outside the area recommended for wilderness is proposed to remain open to motorized use.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR)142	4	Sheephead Creek	0.0	7.2	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.
(TR)183	4	Bare Cone	0.0	3.3	9	0	This trail has no stream crossing for the Nez Perce Fork and has very steep grades which raise sedimentation concerns. Low amount of current use.
(TR)247	4	Boulder Point Lookout	0.0	2.5	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.
(TR)614	4	Blue Joint	0.00	15.3	9	0	Trails 137 and 614 are in a portion of the Blue Joint Montana Wilderness Study Area which because of its adjacency to the Frank Church Wilderness, high opportunity for solitude, and significant scenic attractions we propose to retain wilderness characteristics by prohibiting motorized use. Trail 614 accesses the Selway Bitterroot Wilderness, where motorized use is not allowed. This portion of the Blue Joint area has had, and continues to have support for wilderness designation. The Chicken-Deer-Razorback motorized trail loop (Trails 138, 139, 106), to the south and outside the area recommended for wilderness is proposed to remain open to motorized use. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR)627	4	Castle Rock	0.0	4.8	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.
(TR)675	4	Piquett Creek	0.0	7.0	9	0	This trail is right on Piquett Creek and crosses it several times. It also leads to a large weed-free area. Motorized users have other options to access the same general area (Trails 676, 56 and 248 are open to motorized use).
(TR)676	4	Piquett Divide	0.0	9.0	9	10	Accesses a lake. Low resource concerns with motorized use. Retain motorcycle access but add season of use restrictions of December 2 – October 14.
(TR)95	4	Thunder Mountain	0.0	3.5	7	0	Low to moderate recreation opportunity. Potential concerns with sensitive plants and weed free areas. Other trails in proximity (Trails 106 and 184) offer better motorized recreation opportunity.
(TR)218	4	Salt Creek	0.0	0.6	9	0	Trail accesses Trail 95 which has been closed to motorized use in the proposed action. No reason to keep Trail 218 open to motor vehicle with Trail 95 closed.
TR-OHV1-40	4	Jew Mountain Loop	0.0	1.5	-1	8	User created trail that exists on the ground. Provides a unique opportunity for motorized access to a nice overlook with minimal resource impacts. Seasonal use from Dec 2 to Oct 14 to prohibit motorized use during the hunting season which is consistent with Trail 185 that this trail hooks into.
5630	4	Lavene Creek	0.6	3.8	4	4 <sup>2</sup>	Increased the season of motorized use by one month; changed the open season from June 16 – August 31 to June 16 – Oct 14. There is not a resource based reason for this area to be closed to motorized use in September or early October. This change simplifies the motorized use designations by eliminating one of the seven seasonal restriction types.

<sup>2</sup> This seasonal change of one month is not highlighted as a change on the proposed action map.

Route #	District	Name	Mile Post Approx.		Map Codes *		Explanation of the Needs or Objectives that led to the Proposed Changes  Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
5635	4	Soda Springs	3.6	5.8	8	8 <sup>2</sup>	Increased the season of motorized use by one month; changed the open season from June 16 – August 31 to June 16 – Oct 14. There is not a resource based reason for this area to be closed to motorized use in September or early October. This change simplifies the motorized use designations by eliminating one of the seven seasonal restriction types.
62416	4	Lavene Creek	0	0.6	8	8 <sup>2</sup>	Increased the season of motorized use by one month; changed the open season from June 16 – August 31 to June 16 – Oct 14. There is not a resource based reason for this area to be closed to motorized use in September or early October. This change simplifies the motorized use designations by eliminating one of the seven seasonal restriction types.

\* Map Code 1 & 2 = Roads open to all vehicles, Yearlong & Seasonally; 3 & 4 = Roads open to highway legal vehicle only, Yearlong & Seasonally; 5 & 6 = Trails open to all vehicles, Yearlong & Seasonally; 7 & 8 = Trails open to vehicles 50" or less in width, Yearlong & Seasonally; 9 & 10 = Trails open to motorcycles, Yearlong & Seasonally.

(TR) = TR is part of the name of the route in our data base. To determine if the route is managed as a trail see the map codes. Codes 5 through 10 are managed as trails; Codes 1-4 are managed as roads.

XX-XXX-XX = Routes with a label with 3 groupings of letters and numbers such as this are currently unauthorized / user created routes. These include off-road vehicle tracks which have not been designated and travel ways abandoned from the forest transportation system, but that still exist on the ground.

District = 1- Stevensville; 2-Darby; 3-Sula; 4-West Fork

## APPENDIX B. DETAILS AND EXPLANATION OF CHANGES PROPOSED TO SNOWMOBILE USE BY ROUTE AND BY DISTRICT

### NOTE:

**You Need the Proposed Action Map to Understand Locations – Broad, General Location Names Used Here**

General Area Location	District	Existing	Proposed	Explanation / Rationale
Stony Mountain Area – Burnt Fork of Bitterroot River	Stevensville	Majority Open.	Closed	Area receives little motorized use currently, and it is contiguous to recommended wilderness on the Lolo N.F. This area received multi-party support as recommended wilderness during forest planning community meetings in 2005. Fish, Wildlife and Parks identified concerns with snowmobiles impacting mountain goats on the Sapphire ridge in this particular area.
Stony Mountain Area – Burnt Fork Lake, Little Burnt Fork Creek	Stevensville	Closed Oct. 15 – Dec. 1	Closed	Area receives little motorized use currently, and it is contiguous to recommended wilderness on the Lolo N.F. This area received multi-party support as recommended wilderness during forest planning community meetings in 2005.
Multiple Areas Adjacent to the Selway-Bitterroot Wilderness	Stevensville, Darby, West Fork	Open	Closed	These areas are adjacent to the Selway Bitterroot Wilderness and are generally unroaded. They are proposed for closure to snowmobile use to preserve wilderness character or to retain a quiet backcountry recreation experience.
Multiple Trails Adjacent to the Selway-Bitterroot Wilderness	Stevensville, Darby, West Fork	Open	Closed	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on West Fork; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to snowmobiles to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of snowmobile use now – low demand. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.

<b>General Area Location</b>	<b>District</b>	<b>Existing</b>	<b>Proposed</b>	<b>Explanation / Rationale</b>
Adjacent to Anaconda Pintler Wilderness	Sula	Open	Closed	These areas are adjacent to the Anaconda-Pintler Wilderness and are unroaded. They are proposed for closure to snowmobile use to preserve wilderness character.
Blue Joint Area	West Fork	Open	Closed	The northern boundary of this area is on the ridge (it includes Castle Rock Trail 627). The area is proposed to be closed to snowmobile use to preserve wilderness character.

**APPENDIX C.  
BITTERROOT NATIONAL FOREST  
SCREENING PROCESS FOR POTENTIAL MOTORIZED RECREATION ROUTES  
FOR THE PROPOSED ACTION**

The following is a three screen process used by the Bitterroot National Forest (BNF) to screen potential CHANGES (open vs closed) to the existing motorized use condition requested by the public, or internally.<sup>1</sup> This tool is not used to screen or consider seasonal use or vehicle type changes. If, after consideration of the screening questions the team recommends motorized use for the route **then the seasonality of use and the vehicle type** should be discussed, decided on and included in the recommendation.

**1<sup>st</sup> Screen – Forest Plan Consistency**

**2<sup>nd</sup> Screen – Resource Considerations**

**3<sup>rd</sup> Screen – Recreation Consideration**

**1<sup>ST</sup> SCREEN – FOREST PLAN CONSISTENCY**

1. Does the Forest Plan (ROS class or classes) allow motor vehicle use?

☐ Yes      ☐ No

**Notes:**

(If yes, continue evaluation. Note any other pertinent information for later reference. If only a portion of the opportunity is within a motorized ROS class or classes, identify the segments that can be considered. If no, the road, trail or area should be considered for non-motorized uses.)

2. Is the opportunity entirely on NFS lands?

☐ Yes      ☐ No

(If no, are there public rights-of-way across private land or agreements with other agencies for use of other public land?)

☐ Yes      ☐ No

**Notes:**

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<sup>1</sup> Note: All of the criteria listed in “36 CRF §212.55 Criteria for designation of roads, trails, and areas” will be considered through the analysis process, but not all of them were used at this coarse screening level.

(If yes, continue evaluation. If no, designation cannot occur until rights-of-ways or agreements are obtained. List each right-of-way and agreement. Be sure to note any restrictions on the right of public use.)

## **2<sup>ND</sup> SCREEN QUESTIONS – RESOURCE CONSIDERATIONS**

(FOR OPENING MOTORIZED ROUTES, A ZERO IN ONE OR MORE CATEGORIES SHOULD BE CONSIDERED UNDESIRABLE FROM A RESOURCE PERSPECTIVE WITHOUT ADDITIONAL MITIGATION. FOR EITHER OPENING OR CLOSING ROUTES - THE LARGER THE NUMBER THE MORE DESIRABLE THE CHANGE IS FROM A RESOURCE PROTECTION PERSPECTIVE. )

**1. Could the route change (open to motorized) degrade water quality or affect designated beneficial uses; or could the change (close to motorized) improve water quality?**

<b>Points</b>	<b>Proposed Change is to OPEN to Motorized</b>	<b>Proposed Change is to CLOSE to Motorized</b>
0	Could create a substantial sediment contribution to a stream, or add cumulatively to a stream on the MTDEQ 303(d) list for sediment. Sediment not able to be mitigated.	Would have no effect on sediment to streams.
3	Could create only minor sediment contribution, with little potential to affect beneficial uses.	May reduce sediment in stream not listed under 303(d), or relatively high in a 303d watershed stream with very little chance of sediment reaching streams.
6	Sediment not an issue due to location, physical character of route, or other mitigating factor.	Could reduce a substantial sediment contribution to a stream, or could reduce sedimentation to a stream on the 303(d) list.

**2. Could proposed, endangered, threatened, or sensitive aquatic species be negatively or positively affected by the route change? (Bull Trout, Westslope Cutthroat)**

<b>Points</b>	<b>Proposed Change is to OPEN to Motorized</b>	<b>Proposed Change is to CLOSE to Motorized</b>
0	Proposed, threatened or endangered aquatic species are present and would likely be affected by the route change.	Proposed, threatened or endangered aquatic species not known to be present and therefore not affected by the route change or no effect due to physical character of route or other



		mitigating factor. (rocky ridgeline trails).
3	Sensitive and/or T & E aquatic species present but would not be likely to be affected by the route change	Sensitive and/or T & E aquatic species present and could possibly be positively affected by the route change, but not likely.
6	TE&S species not known to be present and therefore not affected by change or no effect due to physical character of route or other mitigating factor. (rocky ridgeline trails).	Aquatic threatened or endangered aquatic species are present and would likely be positively affected by change

**3. Could the route change negatively affect known occurrences of sensitive plant species (open)? (weed spread concern) OR could the change reduce threats to sensitive plant species (close)?**

Points	Proposed Change is to OPEN to Motorized	Proposed Change is to CLOSE to Motorized
0	Sensitive plants are found on the route	No sensitive plants known in area
3	Sensitive plants are known within 300 feet of route	Sensitive plants are known within 300 feet of route
6	Sensitive are not known in the area	Sensitive plants are found on the route

**4. Could the route change affect known threatened, endangered or sensitive wildlife species' nests and/or dens?**

Points	Proposed Change is to OPEN to Motorized	Proposed Change is to CLOSE to Motorized
0	Wildlife T, E or Sensitive Species' nest/den are on the route and could be affected by route change.	Wildlife T, E or Sensitive Species' nests and/or dens are not known.
3	Wildlife T, E or Sensitive Species' nest/den are known within 1320 feet (1/4 mi.) of route and might be affected by route change.	Wildlife T, E or Sensitive Species' nest/den are known within 1320 feet (1/4 mi.) of route and might be affected by route change.
6	Wildlife T, E or Sensitive Species' nests and/or dens are not known.	Wildlife T, E or Sensitive Species' nest/den are on the route and could be affected by route change.

**5. Could the route change spread weeds where there is currently non – or little?**

Points	Proposed Change is to OPEN to	Proposed Change is to CLOSE to
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	<b>Motorized</b>	<b>Motorized</b>
0	No weeds present on or adjacent to route, or where the route leads.	Route moderately to heavily infested with weeds.
6	Route moderately to heavily infested with weeds.	No weeds present on or adjacent to route, or where the route leads.

**6. Could trail segments along the route cause soil disturbance and erosion because of trail grade?**

<b>Points</b>	<b>Proposed Change is to OPEN to Motorized</b>	<b>Proposed Change is to CLOSE to Motorized</b>
0	Trail grade could be >35% for at least 100 feet has high risk of soil disturbance from off-road vehicle impacts. These steep trail segments are also at high risk for erosion during precipitation events.	Trail grade likely <15% on any trail segment length has minimal risk of soil disturbance from off-road vehicle impacts. Gentle sloping trail segments have minimal risk of erosion during precipitation events.
3	Trail grade could be 15 - 35% for at least 100 feet has moderate risk of soil disturbance from off-road vehicle impacts. These moderately steep trail segments also have moderate erosion risk during precipitation events.	Trail grade could be 15 - 35% for at least 100 feet has moderate risk of soil disturbance from off-road vehicle impacts. These moderately steep trail segments also have moderate erosion risk during precipitation events.
6	Trail grade likely <15% on any trail segment length has minimal risk of soil disturbance from off-road vehicle impacts. Gentle sloping trail segments have minimal risk of erosion during precipitation events.	Trail grade could be >35% for at least 100 feet has high risk of soil disturbance from off-road vehicle impacts. These steep trail segments are also at high risk for erosion during precipitation events.

**7. Could route encourage encroachment in Wilderness?**

<b>Points</b>	<b>Proposed Change is to OPEN to Motorized</b>	<b>Proposed Change is to CLOSE to Motorized</b>
0	Yes, route accesses the wilderness boundary.	No, route does not access the wilderness.
6	No, route does not access the wilderness.	Yes, route accesses the wilderness boundary.

**8. Could route have social impacts (noise, dust, disturbance) to private residences?**

<b>Points</b>	<b>Proposed Change is to OPEN to Motorized</b>	<b>Proposed Change is to CLOSE to Motorized</b>
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0	Yes, route is within 3/4 mile of a private residence, or clearly audible.	Route greater than 2 mile of a private residence, or not likely audible.
3	Route is between 3/4 to 2 mile of private residence, or possible audible.	Route is between 3/4 to 2 mile of a private residence, or possible audible.
6	Route is greater than 2 mile from private residence and not likely audible.	Route is within 3/4 mile of a private residence, or clearly audible.

Note: Any proposals to open routes that are recommended by the IDT/Districts after the initial screening will be reviewed by the heritage specialist and scored as follows.  
Could heritage or cultural sites be affected by the route change?

Points	Proposed Change is to OPEN to Motorized	Proposed Change is to CLOSE to Motorized
0	Yes, route goes through a known area of potential effect.	Route does not go through a known area of potential effect or high probability area.
3	Route goes through area of high probability for heritage or cultural sites.	Route goes through area of high probability for heritage or cultural sites.
6	No, route does not go through a known area of potential effect or high probability area.	Yes, route goes through known area of potential effect.

### 3<sup>RD</sup> SCREEN QUESTIONS – MOTORIZED RECREATION OPPORTUNITY (THE LARGER THE NUMBER THE MORE DESIRABLE THE ROUTE IS FROM A MOTORIZED OPPORTUNITY PERSPECTIVE)

1. Would the route provide a loop opportunity and/or adequate mileage for a motorized trail?

- 0 points – No opportunity for loop route, less than 15 miles in length or would require extensive new construction
- 3 points – Some new construction required for loop opportunity but only short connection between existing routes and/or would need to open a portion of a currently closed route; and loop length of 15 miles or more
- 6 points – Existing loop(s) all forest service jurisdiction and length of 15 miles or more

2. Would the route provide an alternative to having motorized mixed use on roads at maintenance level 3 or higher?

- 0 points – the route doesn't provide an alternative to having motorized mixed use on roads at maintenance level 3 or higher?
- 6 points – the route does provide an alternative to having motorized mixed use on roads at maintenance level 3 or higher?

**3. Are adequate parking/trailhead facilities available?**

- 0 points – No existing trailheads or suitable undeveloped areas with potential for parking.
- 3 points - No existing trailheads but adequate spaces for easily developed parking.
- 6 points – Some existing trailheads/parking areas, and other spaces for easily developed parking.

**4. What is the likelihood of creating a problem or continuing an existing problem (such as overuse or illegal use) if the route IS open?**

- 0 points – High likelihood of creating a problem or there is an existing problem.
- 6 points – Little or no likelihood of creating a problem or there is no large existing problem.

**5. Would the route provide opportunities in an area of high demand?**

- 0 points – Potentially serves a small number of motorized users.
- 6 points – Potentially serves area of moderate to high motorized use demand.

**6. Would the route provide a unique opportunity not available in the area?**

- 0 points – Similar opportunities provided in the immediate area.
- 6 points - A unique opportunity not provided in the surrounding area.

**7. Does the route/area location minimize conflicts between motor vehicle use and other existing or proposed uses?**

- 0 points – the route/area location does not minimize conflicts between motor vehicle use and other existing or proposed uses?
  - 6 points – the route/area location does minimize conflicts between motor vehicle use and other existing or proposed uses?
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## IDT / DISTRICT RECOMMENDATION

Considering the answers to the resource considerations and the recreation opportunity questions the team should decide whether they recommend the route be open or closed to motorized recreation use for the proposed action.

If they recommend it be open then the seasonality of use and the vehicle type should be discussed, decided on and included in the recommendation.

District Rangers make the ultimate determinations on what will be included in the proposed action for their respective Districts, with a review by the Forest Supervisor.

**APPENDIX D**  
**LITERATURE CITED**

USDA Forest Service. 1987. Forest Plan, Bitterroot National Forest. USDA Forest Service, Northern Region. Hamilton MT, September, 1987.

USDA Forest Service. 2005. Forest Plan Monitoring and Evaluation Report, Fiscal Year 2005. Bitterroot National Forest, Hamilton, MT.

USDA 1982. ROS User Guide. USDA Forest Service, Pacific Southwest Region, Vallajo, California.